

The plan for Bravo Branch to address vessels associated with Hurricane Harvey is to utilize the threat removal plan, vessel mitigation and removal protocol (VMRP) and environmental unit best management practices developed by the Hurricane Harvey UC. Specifically, while operations are dynamic and always changing, the agreed upon tactical vessel removal plan by all involved parties at the Branch level includes outfitting initially two vessel removal task forces.

Each task force will have an appropriate crane barge, two support barges with berm and tankage, dive team, dewatering pumps, and fuel transfer pumps. An OSRO(s) will also be contracted to tend boom, remove discharged oil, and triage vessel once placed on support barge.

Operational Outline: One task force will proceed to targets in the northern area (specific targets in attachment). OSRO will boom vessel, divers will rig straps, crane barge will lift and place vessel in berm on support barge, vessel will be de-oiled (stung and wiped) utilizing pumps and tankage on support barge. Note: situation may arise where vessels need to be stung/de-oiled while in crane barge sling. Crane barge will load multiple vessels on support barge then support barge will head to pre-designated staging leaving the additional support barge to move with crane barge to other vessels/targets and conduct similar operations. At the pre-designated staging area another crane will remove the vessels from the support barge. In select locations the task force's associated crane barge may be able to support offloading vessels to pre-designated staging area. Additionally, based on number of targets in our operating area, support barge capacity and number of support barges, this may allow for one run to staging area with task force crane barge conducting the offloading. The other task force will address targets in southern area (specific targets in attachment).

The task force construct provides flexibility to account for the dynamic nature of vessel removal operations. Furthermore, it is likely the plan will be slightly modified and additional resources will be required.

Target Selection and Prioritization: Initial vessel targets were selected from the field reports collected by the Hazard Evaluation Teams/Field Response Teams. In some cases, where targets were noted as access denied, or assessment required, follow up site visits were made to better assess potential pollution threat. Vessels for which owners, marinas, or other entities are able to mitigate pollution threat (if any) and salvage were closed out in Response Manager.

The remaining vessels which need to be addressed in the Federal response were evaluated by the NOAA SSC in BRAVO Branch (Doelling). Priorities were assigned in accordance with the prioritization scheme in the Hurricane Harvey Vessel Mitigation and Removal Protocol for State of Texas (Version 9/8/17). The identification of Texas submerged lands of concern (minus those leased to Navigation Districts) was based on the analysis of target location and submerged lands co-occurrence produced by NOAA's spatial data branch on 9/11/17 @ 1600.

Areas requiring Best Management Practices (BMPs) to comply with Endangered Species Act Consultations, Essential Fish Habitat Consultations, and historical and tribal concerns were identified. Those targets will have BMPs provided to teams carrying out or supervising the vessel removal. BRAVO branch has no vessels to be removed which are in Designated Critical Habitat. TGLO representatives have concurred with the prioritization.

The task forces will address priority one targets first, and then proceed accordingly through the other targets numerically and geographically. Each task force will have a TGLO member and CG member as required by the VMRP. The CG member will utilize the ICS-214 to document the specific targets recovered by the task force including information but not limited to date/time recovered, vessel information, total fuel removed, and condition of vessel. CG-5136s will be utilized to document/inventory resources utilized to remove each target/vessel. SITREP-POL will also denote the who, what, when, where, and how each vessel was removed.

A general timeline cannot be provided at this time because specific resources, mobilization times, and normal operational variables are unknown.

TGLO has been heavily involved in the development of the Bravo Vessel Plan including designating vessel statuses, vessel staging areas, and input into resource requests. Furthermore, multiple meetings and conversations have been had with salvage resource providers and subject matter experts. Bravo Branch will continue this close coordination with all involved parties throughout the entire process/operation.

TGLO has multiple verbal agreements with pre-designated staging areas and is finalizing written agreements with Bayport Terminal and Chocolate Bayou 2004/Boat Ramp. TGLO's intent is to use only Bayport Terminal and Chocolate Bayou 2004/Boat Ramp

Attached: Area highlighting targets.

Attached: List of targets, priority and their exact location.

Attached: Map of staging areas